

April 6, 1987

LB 74, 164, 185, 226A, 307, 358, 456
467, 504, 514A, 564, 564A, 603A
LR 75

CLERK: Yes, Mr. President, I do. Your Committee on Enrollment and Review respectfully reports they have carefully examined and reviewed LB 467 and recommend that same be placed on Select File; 74, 564, 564A, 504, 226A, 603A, all reported to Select File, some of which have Enrollment and Review amendments attached, Mr. President. In addition your Committee on Enrollment and Review reports 164, 307, 358 and 456 correctly engrossed. (See pages 1506-10 of the Legislative Journal.)

Senator Chizek has amendments to 603A to be printed; Senator Landis to 514A. (See page 1511 of the Legislative Journal.)

And I have a new resolution, Mr. President, LR 75. That will be laid over. (See pages 1510-11 of the Legislative Journal.)

Mr. President, the next bill for consideration this morning is LB 185. I do have amendments to the bill. However, I have a priority motion, Mr. President. Senator Vard Johnson would move to bracket LB 185 until April 8 of this year.

PRESIDENT: Senator Vard Johnson, on the bracket.

SENATOR V. JOHNSON: Mr. Speaker, members of the Legislature, I went to Senator Haberman the first thing this morning and I said to Senator Haberman that I'd like to have him hold the bill over for just a little bit of time because I had one amendment that I wanted to get prepared and run to the bill and Senator Haberman said, no, today was his day to go. So I put this bracket motion up and the purpose is simply to lay the bill over for two days. The amendment that I do want to run and print in the Journal, incidentally, for us to begin to focus our attention on is the amendment that would preserve forever the cap on the Highway Trust Fund on motor vehicles. As you may recall during the last legislative session, as you may recall during the last legislative session when you and I voted to increase the sales tax from 3.5 percent to 4 percent we did not allow the increase in sales tax on motor vehicles to...we did not allow that increase to go to the Highway Trust Fund. We said it should go to the General Fund, but we only kept it going to the General Fund until July 1 of '87. Now if we continue to keep that cap on the motor vehicles share of the sales tax, then under those circumstances, under those circumstances there will be about \$5 million that will regularly flow to the General Fund as opposed with flowing to the Highway Trust Fund. That \$5 million will take care of a portion of the cost of this tax exemption.